

AMENDMENT UNDER 37 C.F.R. § 1.111
U.S. Patent Application No. 09/673,738

perpendicular to the groove wall surface is formed by a combination of a plurality of chamfer forms; and an angle formed by a tangential line of the chamfer portion with respect to a horizontal extension line of the surface of the block center in a heightwise cross section perpendicular to the groove wall surface increases from the side of the block center to the side of the block end.

Page 4, the second full paragraph is amended as follows:

C2 The cross sectional form of the chamfer portion is provided such that the block central side thereof (a portion of the cross sectional form of the chamfer portion on the block central side) is formed as a straight line portion and the block end side thereof (a portion of the cross sectional form of the chamfer portion on the block end side) is formed by at least one curved line portion having a fixed curvature.

The paragraph bridging pages 4 and 5 is amended as follows:

C3 The cross sectional form of the chamfer portion is comprised of two curved line portions having different curvatures.

Page 5, the first full paragraph is amended as follows:

C4 When in the heightwise cross section perpendicular to the groove wall surface, a length of the chamfer portion measured along a horizontal extension line of the surface of the block

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Cf
central portion is represented by L1 and a likewise measured length of the block is represented by L0, the ratio L1/L0 is in the range from 0.02 to 0.3.

Page 5, the second full paragraph is amended as follows:

C5
A distance, measured along a radial direction of the tire, between the horizontal extension line of the surface of the block central portion and an intersection point of the chamfer portion and the groove wall surface is in the range from 0.10 mm to 2.50 mm.

Page 5, the third full paragraph is amended as follows:

C6
When a heightwise distance between a groove bottom of the block and the intersection point of the chamfer portion and the groove wall surface is represented by H1 and the maximum height of the block is represented by H0, the ratio H1/H0 is greater than or equal to 0.75 and less than 1.0.

The paragraph bridging pages 5 and 6 is amended as follows:

C7
The cross sectional form of the chamfer portion changes at a peripheral edge of the block for each portion of the block.

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Page 6, the first full paragraph is amended as follows:

C8
A peripheral protuberant portion is formed on a tread surface of the block in the vicinity of the end edge thereof in such a manner that the height of the block gradually decreases toward the block end edge and also toward the central portion of the block.

Page 6, the second full paragraph is amended as follows:

C9
The peripheral protuberant portion is formed in at least both end edge portions of the block in the cross section of the block taken along the heightwise direction.

Page 6, the third full paragraph is amended as follows:

C10
The peripheral protuberant portion is disposed in vicinities of the end edges at both sides of the block in the circumferential direction of the tire.

Page 6, the fourth full paragraph is amended as follows:

C11
The peripheral protuberant portion is disposed in vicinities of the end edges at both side of the block in the transverse direction of the tire.

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Page 6, the fifth full paragraph is amended as follows:

Cl 2
A dimension HH1 measured along a radial direction of the tire, between an intersection point of a groove wall surface of the block and the peripheral protuberant portion, and a height position of a top of the peripheral protuberant portion is in the range from 0.1 to 2.5 mm.

Page 7, the first paragraph is amended as follows:

Cl 3
A dimension HH2 measured along the radial direction of the tire, between a maximum depth portion in a central region of the block and the height position of the top of the peripheral protuberant portion is in the range from 0.1 to 2.50 mm.

Page 7, the second paragraph is amended as follows:

Cl 4
The ratio between the dimension HH1 measured along a radial direction of the tire, between an intersection point of a groove wall surface of the block and the peripheral protuberant portion, and a height position of a top of the peripheral protuberant portion, and the dimension HH2 measured along the radial direction of the tire, between a maximum depth portion in a central region of the block and the height position of the top of the peripheral protuberant portion, that is, $HH2/HH1$, is 1.5 or less.

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Page 7, the third paragraph is amended as follows:

C15 A dimension LL1 measured in a direction of the tread surface, between the intersection point of the groove wall surface of the block and the peripheral protuberant portion, and the top of the peripheral protuberant portion is 10.0 mm or less.

The paragraph bridging pages 7 and 8 is amended as follows:

C16 With respect to the dimension LL1 measured in a direction along the tread surface between the intersection point of the groove wall surface of the block and the peripheral protuberant portion and the top of the peripheral protuberant portion, and a dimension LL2 measured in the direction along the tread from the top of the peripheral protuberant portion to the maximum depth portion in the central region of the block, LL1/LL2 is 2.0 or less.

Page 8, the first full paragraph is amended as follows:

C17 With respect to the dimension HH1 measured along a radial direction of the tire, between an intersection point of a groove wall surface of the block and the peripheral protuberant portion, and a height position of a top of the peripheral protuberant portion, and the dimension LL1 measured in a direction along the tread surface, between the intersection point of the groove wall surface of the block and the peripheral protuberant portion, and the top of the peripheral protuberant portion, HH1/LL1 is 1.0 or less.

Page 8, the second full paragraph is amended as follows:

C18 With respect to the dimension HH2 measured along the radial direction of the tire between a maximum depth portion in a central region of the block and the height position of the top of the peripheral protuberant portion, and the dimension LL2 measured in the direction along the tread from the top of the peripheral protuberant portion to the maximum depth portion in the central region of the block, HH2/LL2 is 1.0 or less.

The paragraph bridging pages 8 and 9 is amended as follows:

C19 The ratio between the maximum height H0 and the minimum height T1 of the block, that is, T1/H0 is set in the range of $0.75 \leq T1/H0 < 1.0$.

Page 9, the first full paragraph is amended as follows:

C20 The peripheral protuberant portion is formed along an entire periphery of the end edge portion of the block.

IN THE CLAIMS:

Please enter the following amended claims:

C21 8. (Amended) A pneumatic tire comprising a tread including a plurality of blocks

310 demarcated by circumferential grooves extending in a circumferential direction of the tire and grooves intersecting the circumferential grooves,